

SIX DOLLARS  
PEP QUARTER

Memphis, 9th October, 1895. [14]







and died an hour later. The carpenter, who also received severe injuries, died five days after, on the 27th September. The ship got into the typhoon the day after she left Nagasaki, and though the Captain did all he could to get to a safe shelter, it was impossible to do so, even a distance of ten yards, there being in a thick fog. All was hopeless when her sails went. Ten of the crew and the Captain's child perished in the disaster. The body of one of the unfortunate men was washed ashore minus arms and legs. The survivors are staying in the Seamen's Home, utterly destitute.

## HOIHOW.

(FROM OUR CORRESPONDENT.)

22nd October, 1890.

The serious troubles arising out of an attempt by the local officials to levy extra *li-hin* taxes on kerosene oil, piece goods, matches, etc., etc., have subsided, labour having so far won a complete victory over unscrupulous officialdom.

As I mentioned in a previous letter, the people flocked in from the surrounding districts in tens and hundreds of thousands, completely scared the rapacious officials, ducked the superintendent of the head *li-hin* station in a horse-pond, had a set-to with the military—in which eight civilians were shot dead and several women and children seriously wounded—and caused mob rule to triumph over gross misrule for the space of fully two weeks. This state of affairs existed until the obnoxious extra *li-hin* manifesto was withdrawn and an assurance given by the *Tai-tai* that no further attempt would be made to increase the present heavy taxation of an oppressed people.

From this strike it is evident that the Celestial working classes have come to the conclusion that by united action they can insist on justice being meted out to them just as successfully as trades-unions have done in Europe, America and Australasia. They have put the experiment to the test and scored a complete victory, which must inevitably lead to the much-to-be-desired curtailment of the power of the official classes in China. The Chinese people now know their power, and given proper organisation they will force long cause a revolution in the social affairs of the Middle Kingdom which no foreign minister at Peking, however influential, could have hoped to bring about within the present century. This knowledge of their power of united action will do more to bring about the freedom of the millions of China from the oppression of the mandarins than the latter can even approximately estimate at the present time. But come it will. The world is moving onward and China, conservative though she be, will also have to move, reluctantly perhaps, but nevertheless she must move.

The superintendent of the *Li-hin* office, who was ducked in a pond during the late riots, has now been cleared out for Canton via Hongkong, having been smuggled on board the German steamship *Marie* prior to her last trip to your port. He took all his goods and chattels with him, likewise a couple of wives, so he evidently intends to make himself scarce around these parts *ad infinitum*. The *osa-poh-lai* says it is a good riddance of utterly bad rubbish.

Captain Bissac, Coast Inspector, and Mr. David Marr Henderson, Engineer-in-Chief of the Imperial Maritime Customs Service, are here, and have, it is reported, decided to build a lighthouse on the point known as Western Cape, at the extreme S.E. end of the Manai Straits. Captains who often pass through these straits say that Cape Cami, on the mainland, would be a more suitable site for the lighthouse, as the land being low, and a long sand spit extending close upon a mile out to sea from the shore, if a light were placed there steamers could cut the point pretty close at night and thus save about 20 miles, a very important matter which should have the careful consideration of the authorities concerned.

Just as I close this news of the massacre, by pirates, of the son of the Governor of Hanoi has reached us. A large body of French and Annamite troops have gone on a punitive expedition. The French seem quite unable to ensure anything like good order in Tonquin. What with disease, pirates, floods, droughts, and frontier disputes with the Chinese, the authorities have their hands full of unprofitable business from one year's end to the other.

## BRITISH NORTH BORNEO.

Sandakan, 1st October, 1890.

Mr. D. Haasman, of Deli, the Administrator of the Arendburg Tobacco Company, having lately inspected the different Kinasabangan estates, has lately a concession for his Company and will begin to prepare for planting next year. Capt. R. D. Beaton left Sandakan on Sept. 23rd, to inspect the Kinasabangan estates. We understand his report is very favourable, all the six estates looking well. The health of the coolies in all has wonderfully improved and the tobacco cut up to date is satisfactory in quantity, and of first class quality.

Messrs. Mansfield, Bogaardt and Company's godown on the Sandakan wharf is now an accomplished fact, and is a fine commodious building, well adapted for the storage of goods and merchandise in the port of Sandakan. The building was erected under the supervision of Mr. A. E. Turner, the local agent for the Company.

It has been proposed by several Scotchmen in North Borneo to celebrate St. Andrew's Day by giving a ball in Sandakan. We have been requested to state that Mr. Alfred E. Turner or Mr. H. B. Dunlop will be glad to receive the names of any Scotchmen desirous of joining in the celebration. Names should be sent in before the 1st November so that a meeting can be called to arrange matters.

Captain R. D. Beaton visited the Kinasabangan estate on September 26th, in company with Mr. A. E. Turner of Messrs. Mansfield, Bogaardt and Company, and transferred the Chinese and Javanese coolies to different estates to work out their contracts. The whole of the coolies were perfectly willing to sign their agreements, and acknowledged their debts accruing from advances they had to work off. Most of the coolies have been transferred to the Batu Putih estate on the Kinasabangan, of which Mr. Breitstag is manager. We are happy to say that all reports from the various tobacco estates on the East Coast, namely in Darvel Bay, the Kinasabangan river, Sandakan Bay, the Sugut and Labuk rivers, show a state of affairs at once most promising and flourishing. The present year so far seems determined to make amends for the unusual and phenomenal year of rain and floods of 1889. On all sides we have news of good crops of first class tobacco. Upon inquiry it was found that the results for the planting interest when the prices of the 1890 crop are known.—*Herald*.

## CHINKIANG.

(FROM OUR OWN CORRESPONDENT.)

October 24th.

I have lately taken part in an expedition which had for its object the slaughter of the man-eating tiger concerning which I wrote you on September 2nd. We started early with guns and by 9 a.m. had reached the spot where the tiger was said to have been seen. Upon inquiry it was found that the animal had been seen the day before, so we

quite probable that we should encounter him. The vicious creature was in the habit of coming to the village, where the blood of the little child still lay on the ground, in search of the prey that had been taken from it;—of finding this, it would gallop off rapidly to the other village about two miles distant, where the boy had been bitten.

The people for miles around were cutting grass on the hills, so notice was given that if any tigers were seen, word should be sent to headquarters. We posted ourselves on a knoll in a clump of pine trees just in the line of the tiger's operations, and awaited the appearance of the game. But we waited in vain; although we kept a position until 4 p.m., no tiger rewarded our patience. Not only this, but since that time in this vicinity no tigers have been seen at all; so that the object which we had in view, namely the expulsion of the man-eaters, has been accomplished without loss of life or limb to either tiger or man. Whether the cutting away of the jungle by the people keeps them back, or whether they are frightened or disgusted by the appearance of foreigners, the reader is left to judge. The expedition was mainly provided for and but poorly equipped; one mule (the reported cause of the Chungking Hot & Stoked Kicker), an English and a Chinese, and a number of coolies, some of the reign of Queen Anne constituted the furniture.

A temple to the late Admiral P'eng Yu-lin is being erected by the Emperor on the Kom-lo-chi Hill near this place, at a cost of Tls. 100,000. In clearing away the rubbish for the foundations, a number of old bricks bearing curious inscriptions were found.

The alarming increase of opium dens and "devils" has evoked a proclamation from the *Tai-tai*. It is put up on the city gate and sets forth the evils consequent upon the use of the drug, and the difficulty of restraining the people who smoke it. In forming opinions of the effects of opium on the Chinese it is well to consider the opinion of the people and officials themselves on the subject; and the intelligent traveller in China will find the universal consent to be that opium is an unmitigated curse which is sapping the life of the nation.—*N. C. Daily News*.

## KEEPING NITRO-COMPOUND CARTRIDGES.

To the Editor of "The Field."

Sir,—I noticed in one of your answers to correspondents in *The Field* of Aug. 23 that you recommended cartridges loaded with Schultze or EC powder should be kept in a cool place. I also observed that Sir Ralph Payne-Gallwey in one of his letters in your issue advised cartridges loaded with nitro-compounds being kept in a room at a temperature of 40° Fahr. When I read the letter I was staying in a well-built country house, and the temperature in the coolest room was 70° Fahr. To-day it feels chilly, but with no fire lighted the temperature indoors is 65° Fahr. I therefore appear to me that it would be very difficult to find a dry room at a temperature of 40° Fahr. during the summer months in this country, and therefore there must be thousands of cartridges loaded with nitro-compounds kept at a temperature between 60° and 70° Fahr.

Knowing that a warm, dry place was the best for cartridges loaded with black powder, I have kept them in a cupboard with the kitchen chimney at the back of it, not being aware that cartridges loaded with nitro-compounds should not be kept in a warm place. I have had some cartridges loaded with EC and Schultze in this cupboard for over two years. I should therefore feel much obliged if you would kindly inform me whether there would be any danger in using them.

Lynton, September 2nd.

[Our correspondent has not read our reply to "Beginners" in the sense we intended it to convey, which was, that there is little trouble in keeping Schultze and EC cartridges in proper condition, if the extremes of damp, on the one hand, and *over-dryness* on the other, are avoided. What we said was: "All you have to do is to keep the cartridges in an ordinary dry place—avoiding, on the one hand, anything like a damp cellar, and on the other, a constantly-heated closet where the air is rendered unnaturally dry. A few degrees of temperature, more or less, are of little effect in comparison with extremes of damp and dryness." The nitro-compounds are more sensitive to humidity and desiccation than black powder are. If loaded cartridges are kept in a damp place, the moisture permeates through the paper and weakens the shooting. On the other hand, if the cartridges are kept shut up in a heated closet (even if only of the temperature of 70 per cent. or so), which is kept continually warm by the proximity of a kitchen fire, or some such contrivance, then the air of the closet will become unnaturally dry, and the normal amount of moisture in the powder will be greatly reduced, or altogether abstracted. This abstraction of moisture has more effect on nitro-compounds than on black powder, and on nitro-compounds than on black powder, and consequently they are apt to overdo it; and some people even think it dangerous to keep their unused cartridges from one season to another. In our opinion they are quite mistaken. We have kept both Schultze and EC cartridges for half a dozen years or more, with no special precautions, and have found them shoot without any apparent alteration from the strength they had originally shown. Last season we gave to a friend about a hundred Schultze cartridges, which had been kept for nearly seven years, and they shot to well that they might be supposed to have been lately loaded. They had lain for years in an uncovered box, in a kind of lumber closet, separated by a partition from any room containing a fire-place; and the temperature probably varied from freezing point in the winter to 60 deg. or more in the summer months. Our correspondent is also mistaken in supposing that Sir R. P. Gallwey limited the temperature of his cartridges to 40 deg. he said "40 deg. to 50 deg. and up to the difficulty of finding a dry room at a temperature of 40 deg.," it is a common mistake to suppose that dryness is dependent merely upon warmth. Cold air may be very dry, and the hot air extremely humid. Indeed, *cateris paribus*, warm air contains a greater amount of moisture than cold air.—Ed.]

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F. S. H.

# HONGKONG TRADING CO., LTD.

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HONGKONG TRADING CO., LTD.

(Late THE HALL &amp; HOLTZ CO., Ltd.)

Hongkong, 23rd October 1890.

## MARINE HOTEL

HONGKONG.

THE Undersigned beg to notify the Public of Hongkong and the Coast Ports, that THIS FIRST-CLASS HOTEL is now OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the OH P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

## CHINA COAST METEOROLOGICAL REGISTER.

24th October, 1890.—At 4 p.m.

STATION.	Baromet. inches and hundredths	Temper- ature Fahr.	Humidity.	Wind. Direction Force.	Weather.	State of Sky.
Whitlock	30.10	55	75	W.S.W.	4	1/2
Tokyo	30.00	55	75	W.S.W.	4	1/2
Nagasaki	30.00	55	75	W.S.W.	4	1/2
Shanghai	30.00	66	57	S.W.	3	1/2
Peking	30.00	78	65	N.E.	3	1/2
Amoy	30.00	78	65	N.E.	3	1/2
Yokohama	30.00	78	65	N.E.	3	1/2
Swatow	30.00	78	65	N.E.	3	1/2
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Amoy	30.00	78	65	N.E.	3	1/2
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Swatow	30.00	78	65	N.E.	3	1/2
Amoy	30.00	78	65	N.E.	3	1/2
Yokohama	30.00	78	65	N.E.	3	1/2
Swatow	30.00	78	65	N.E.	3	1/2
Amoy	30.00	78	65	N.E.	3	1/2
Yokohama	30.00	78	65	N.E.	3	1/2
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Amoy	30.00	78	65	N.E.	3	1/2
Yokohama	30.00	78	65	N.E.	3	1/2
Swatow	30.00	78	65	N.E.	3	1/2
Amoy	30.00	78	65	N.E.	3	1/2
Yokohama	30.00	78	65			



## Mails.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS.

ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON AND SOUTH  
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 26th day of October,  
1890, at 4 P.M., the Company's Steamship  
"NECKAR," Captain H. Supper, with  
MAILS, PASSENGERS, SPECIE & CARGO,  
will leave this Port at above, calling at GENOA.  
Shipping Orders will be granted till Noon;  
Cargo will be received on Board until 4 P.M.  
Specie and Parcels until 3 P.M. on 25th  
October. (Parcels not to be sent on Board;  
they must be left at the Agency's Office). Con-  
tents and Value of Packages are required.  
The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hankow, 25th October, 1890.

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship

"GAELIC"  
will be despatched for San Francisco, via  
Yokohama, on SATURDAY, the 1st November,  
at 1 P.M.

Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports.  
All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

First-class Fare granted as follows:—  
To San Francisco, \$225.00  
To San Francisco and return, 393.75  
available for 6 months.  
To Liverpool, 325.00  
To London, 332.00  
To other European Ports at proportionate  
rates. Special reduced rates granted to Officers  
of the Army, Navy, Civil Service, and the  
Imperial Chinese Customs, to be obtained on  
application.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.  
Passengers, who have paid full fare, re-embarking  
at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.  
For further information as to Passage or  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.  
Hankow, 24th October, 1890.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

## THE U. S. Mail Steamship

"CHINA"  
will be despatched for SAN FRANCISCO, via  
YOKOHAMA, on THURSDAY, the 13th Nov.,  
at 1 P.M., taking Passengers and Freight for  
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

First-class Fare granted as follows:—  
To San Francisco, \$225.00  
To San Francisco and return, 393.75  
available for 6 months.  
To Liverpool, 325.00  
To London, 332.00  
To other European Ports at proportionate  
rates. Special reduced rates granted to Officers  
of the Army, Navy, Civil Service, and the  
Imperial Chinese Customs, to be obtained on  
application.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking  
at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Agency's Office, same day;  
all Parcel Packages should be marked to ad-  
dress in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Seal Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent.  
Hankow, 25th October, 1890.

## Mails.

CANADIAN PACIFIC STEAMSHIP  
AND RAILWAY COMPANIES.PROPOSED SAILINGS FROM  
HONGKONG, 1890.

(Subject to Alteration).

SUSSEX	FRIDAY	Oct. 31st.
BATAVIA	SATURDAY	Nov. 1st.
ARYSSINIA	THURSDAY	Dec. 4th.
PARTHIA	THURSDAY	Dec. 15th.
BATAVIA	SUNDAY	Jan. 25th.
ARYSSINIA	THURSDAY	Feb. 19th.

## THE Steamship

"SUSSEX"  
Captain Holt, sailing at NOON, on FRIDAY,  
the 31st October, will proceed to VANCOUVER,  
via SHANGHAI, INLAND SEA, KOBE, and  
YOKOHAMA.

## RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria	\$210.00
To Port Townsend, Seattle, Tacoma	\$215.00
To Portland, Oregon	\$220.00
To Winnipeg, Minneapolis, St. Paul	\$250.00
To Chicago, Kansas City, Milwaukee	\$275.00
To St. Louis, Detroit, Cincinnati	\$280.00
To Hamilton, Kingston, London (Ont.)	\$290.00
Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington	\$290.00
To Quebec, Boston, Portland (Maine)	\$295.00
To Halifax, St. John's	\$305.00
To Liverpool	\$325.00
To London, via Liverpool	\$330.00
To Paris and Bremen	\$345.00
To Havre and Hamburg	\$355.00

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of steamers.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials.

Return Tickets.—First and second class only.  
Prepaid return tickets to Pacific Coast Ports,  
and to Eastern and Interior Ports of Canada  
and U.S.A. will be granted, available for 12  
months at 25 per cent. off Return Fare.

(Time is reckoned from the date of landing to date  
of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to In-  
terior and Eastern Ports of Canada and U.S.A.  
not holding prepaid return tickets but who re-  
embark within 12 months from date of landing  
at Vancouver will be allowed 10 per cent. off  
the return fare.

Prepaid return tickets to European ports will  
be issued available for 12 months at double  
fares (Mexican Dollars).  
Cargo.—Through Bills of Lading issued to  
Japan, Pacific Coast Ports, and to Canadian  
and United States Ports.  
Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer  
to the care of D. E. BROWN, Assistant General  
Freight and Passenger Agent, Canadian Pacific  
Railway Company, Vancouver, B. C.  
Parcels must be sent to our Office with  
address marked in full by 5 P.M. on the day  
previous to sailing.  
For further information as to Passage or  
Freight, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hankow, 25th October, 1890.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN,  
ISMAILIA, PORT SAID, MALTA,  
GIBRALTAR, MARSEILLES, BRIN-  
DISI, TRIESTE, VENICE,  
PLYMOUTH, AND  
LONDON.  
ALSO,  
BOMBAY, MADRAS, CALCUTTA AND  
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES, TRIESTE, HAM-  
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH,  
THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"ROHILLA," Captain F. Speck, with Her  
Majesty's Mails, will be despatched from this  
Port on THURSDAY, the 30th inst., at NOON.  
Cargo will be received on board until 4 P.M.  
Parcels and Specie (Gold) at the Office until  
4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and  
PASSAGE apply to the PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S Office, Hong-  
kong.

The Contents and Value of Packages are re-  
quired to be declared prior to shipment.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bills of Lading.  
The Steamer takes Cargo and Passengers for  
Marseilles.

E. L. WOODIN,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hankow, 20th October, 1890.

G. RENNIE STEWART,  
MANUFACTURER'S AGENT AND GENERAL  
COMMISSION MERCHANT,  
12, D'Agular Street, Hongkong.

J. & R. HARVEY & Co., Dundas Hill  
Distillery, Glasgow.  
McKenzie, Driscoll & Co. Wine Shippers,  
Jerez de la Frontera, and Oporto.  
Valencia Iron & Steel Co., Glasgow.  
Polimeter Engineering Co., London, Ice  
Machines.

Wilson & Baird, Engineers' Ironmongers,  
Glasgow.  
Boyd & Robertson, Tweed Mills, Selkirk.  
Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up  
Machinery for Mills and Factories.  
Illustrated Catalogues and Price Lists for all  
kinds of Engineering Machinery, Soda Water  
Machinery, Steam and Hand Sowing Machines,  
and Wood Working Machinery, Bottling and  
Corking Machines, Cooking Stoves and Ranges,  
Lamps, etc., Canned Goods, Felt and Felt Hats  
and Helmets, Paints, Oils, Varnish, Enamels,  
etc., etc.

Samples of Wines, Spirits, Woollen Goods,  
Linen, Floor Cloth, Machinery Belting in  
Leather, Rubber, and Patent Tanned  
Hair, Patent Scandinavian Belt Guides, Engine  
Packing, Rubber Sheets, Valves and Washers,  
etc., etc., can be seen and prices ascertained at  
the above address.

The Polimeter Engineering Co.'s No. 1  
Champion Hand Ice-Making Machine can also  
be seen and tried.  
Hankow, 25th August, 1890.

## Intimations.

## Notice to Consumers

## THE PREPARATIONS OF

## L. LEGRAND ORIZA-PERFUMERY

Formerly 207, Rue Saint-Honoré

Such as: ORIZA-OIL, ESS-ORIZA, ORIZA-LACTE, CREME-ORIZA

ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:

1. Their manufacture is supervised with the greatest care;

2. Their qualities are unalterable and their perfumes sweet.

As, in order to profit by their great reputation, the Oriza preparations have been

counterfeited

we warn Consumers not to let themselves be deceived.

The GENUINE PREPARATIONS are sold by all respectable Perfumers and Druggists.

Illustrated Catalogue sent from Paris post-free.

By the Trial

1373 RUE MOURSAUD

of the ABBEY OF SOULAC (Gironde, France)

Dom MAGUELONNE, Prior

260 MEDALS: Brussels 1880—London 1884

THIS HIGHEST REWARDS

INVENTED BY

LEGRAND

is the best

The daily use of a few drops of

the Dentifrice Saline of the

ABBEY, in water, prevents and cures the decay of

the teeth, which are whitened and

consolidated, while the gums are

perfectly fortified and restored.

It is a real service rendered to

our readers to point out to them

this old and useful preparation,

the most effective, and the only

preservative from all Dental

disorders.

Established 1807, rue Huguerie, 3

Paris, France

May be had at all good Perfumers, Chemists

and Druggists of the World.

"SEGUIN BORDEAUX"

May be had at all good Perfumers, Chemists

and Druggists of the World.

May be had at all good Perfumers, Chemists

and Druggists of the World.

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May be had at all good Perfumers, Chemists

and Druggists of the World.

**NO MORE TOOTH ACHE.**  
USE  
the Dentifrice Mixture, Powder and Paste  
OF THE  
**DR. R. P. B. BENEDICTINES**  
of the ABBEY OF SOULAC (Gironde, France)  
Dom MAGUELONNE, Prior  
260 MEDALS: Brussels 1880—London 1884  
THIS HIGHEST REWARDS  
INVENTED BY  
LEGRAND  
is the best  
The daily use of a few drops of  
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perfectly fortified and restored.  
It is a real service rendered to  
our readers to point out to them  
this old and useful preparation,  
the most effective, and the only  
preservative from all Dental  
disorders.  
Established 1807, rue Huguerie, 3  
Paris, France  
May be had at all good Perfumers, Chemists  
and Druggists of the World.

**NOTICE.**  
**HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.**  
SHIPMASTERS AND ENGINEERS  
are respectfully informed that, if upon  
their arrival in this HARBOUR, one of the  
COMPANY'S FOREMEN should be at hand,  
ORDERS FOR REPAIRS, if sent to the HEAD  
OFFICE, No. 14, Praya Central, will receive  
prompt attention.  
In the event of complaints being found  
necessary, communication with the Underground  
is requested, when immediate steps will be taken  
to rectify the cause of dissatisfaction.  
D. GILLIES,  
Secretary.  
Hongkong, 24th August, 1890.  
**J. & R. HARVEY & Co.,**  
DUNDASHILL DISTILLERY, GLASGOW.  
Established 1770.  
**SCOTCH WHISKIES.**  
Finest Pure Malt Scotch Whisky.  
O.H.M. Old Highland Malt Whisky  
F.O.S. Fine Old Scotch Whisky.  
V.O.S. Very Old Scotch Whisky.  
**MESSRS. HARVEY & Co.'s Pure Malt**  
Whiskies have for over fifty years com-  
manded the largest sale in the English Market  
OF ANY WHISKY made in Scotland, and  
being thoroughly matured in Sherry Wood are  
very mild and mellow, and are confidently  
recommended where a Pure, Wholesome Spirit  
is desired.  
Over one million Gallons produced annually.  
For Prices and Samples, apply to  
G. RENNIE STEWART,  
12, D'Agular Street, Hongkong.  
Sole Agent for China and Japan.  
Hongkong, 28th August, 1890.

**Dr. Knorr's ANTIPYRINE.**  
(Dose for Adults 15 to 25 grains four times.)  
IS the most approved and most efficacious  
remedy in cases of HEADACHE, MIGRAINE,  
NEURALGIA, RHEUMATISM, FEVER,  
TYPHUS, ERYSIPELAS, HOOPING-  
COUGH, and many other complaints. It is  
also the very best Antiseptic. Highly recom-  
mended by the medical Faculty. To be had from  
every reputed Chemist and Druggist. Ask for  
DR. KNORR'S ANTIPYRINE! Each Tin  
bears the inventor's signature, "Dr. KNORR"  
in red letters.  
Supplies constantly on hand at the China  
Export, Import, and Bank Co.—Sole Agents for  
Hongkong. Beware of spurious imitations!  
Hongkong, 20th May, 1890.  
**HONGKONG HIGH LEVEL TRAM-  
WAYS COMPANY, LTD.**  
WINTER TIME-TABLE.  
**WEEK DAYS.**  
8 to 10 A.M. every quarter of an hour.  
10 (noon) to 1 P.M. every quarter of an hour.  
1 to 2 P.M. every half hour.  
2 to 7, 7.30 P.M. every quarter of an hour.  
**SATURDAYS.**  
NIGHT TRAMS at 10.30 and 11 P.M.  
**SUNDAYS.**  
CHURCH TRAM at 10.40 A.M.  
10 (noon) to 2 P.M. every quarter of an hour.  
2 to 7.30 P.M. every quarter of an hour.  
7.30, 10.30 and 11 P.M.  
Special Cars may be obtained on application  
to the Superintendent.  
Single Tickets are sold in the Cars; Five-Cent  
Coupons and Reduced Tickets at the Office.  
MCKENZIE, FRICKEL & Co.,  
General Managers.  
Hongkong, 21st October, 1890.

**A. G. GORDON & CO., LIMITED.**  
ENGINEERS—LAUNCH BUILDERS,  
GENERAL AND GOVERNMENT  
CONTRACTORS, IRONMONGERS, COM-  
MISSION AGENTS, VALUERS, IRON  
and TIMBER MERCHANTS.  
WORKS:  
BOWMINGTON, EAST POINT.  
OFFICE:  
9, PRAYA CENTRAL.  
STEAM LAUNCH COMPANY, LIMITED.  
Hongkong, 10th May, 1890.

**HONGKONG TIMBER  
YARD, WANCHAI.**  
OREGON PINE SPARS AND LUMBER  
Always on Hand.  
L. MALLORY.  
Hongkong, 24th June, 1890.

**NOTICE.**  
**THOMAS KERR & CO.**  
ENGINEERS, BOILER-MAKERS  
AND  
CONTRACTORS,  
YAU-MA-TI ENGINEERING WORKS,  
KOWLOON.  
OFFICE—No. 12, D'Agular Street.  
Hongkong, 25th August, 1890.

**TOURISTS.**  
ARE cordially invited to call and inspect our  
choice collection of Japanese and Chinese  
FINE ART CURIOS, which is unequalled in  
the East.  
Every article guaranteed as repre-  
senting the best goods. One price only.  
DEAKIN BROS. & Co.,  
15 Bond Street, Yokohama,  
next door to  
Furuta's Photograph Studio.

## To be Let.

## TO LET.

FROM the 1st November next, Nos. 6 and 9,  
UPPER MOSQUE TERRACE.  
For particulars, apply to  
H. & J. SAMPSON.  
No. 7, Connaught House.  
Hongkong, 2nd October, 1890.

## TO LET.

TWO Comfortable and well furnished Bed-  
Rooms, with or without board.  
Apply to  
Nos. 23 & 25, QUEEN'S ROAD EAST.  
Hongkong, 27th September, 1890.

## TO LET.

Immediate Possession.  
OFFICES at No. 17, Praya Central (above  
Messrs. Douglas, Laprak & Co.'s Prem-  
ises).  
Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., LD.  
Hongkong, 23rd October, 1890.

## TO LET.

FIRST FLOOR OF HOUSE, 15, Praya  
Central.  
2ND FLOOR OF HOUSE, No. 64, Queen's  
Road Central.  
Apply to  
LAI HING & Co.,  
No. 153, Queen's Road Central.  
Hongkong, 22nd March, 1890.